



Parkwood Avenue & The Plaza Corridor Study Status Update

Transportation & Planning
Committee

January 9, 2017

Parkwood & The Plaza Corridor Study

Matheson
Avenue

The Plaza

Hawthorne

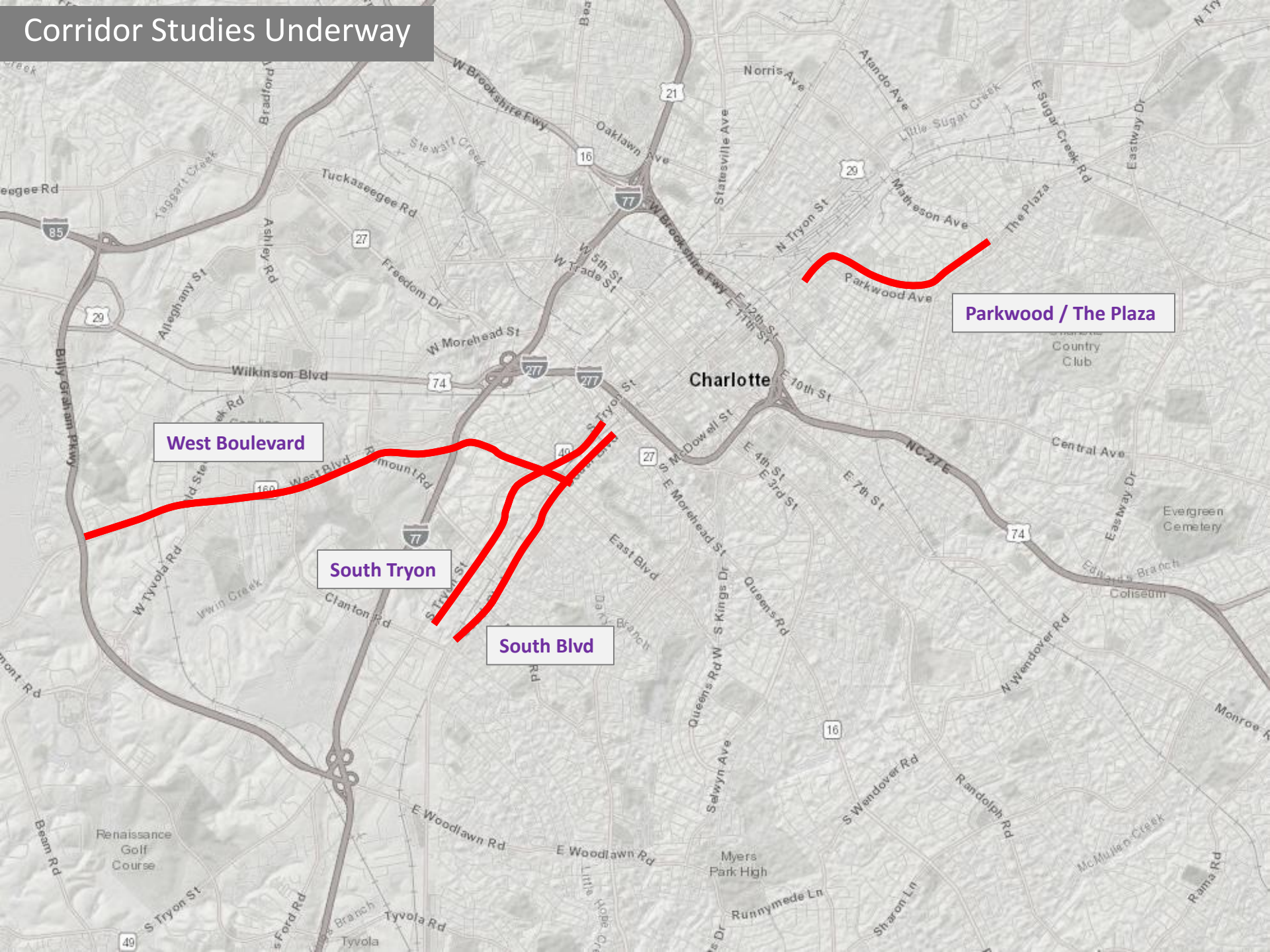
Seigle Avenue

Davidson Avenue

Belmont Avenue



Corridor Studies Underway



West Boulevard

South Tryon

South Blvd

Parkwood / The Plaza

Purpose of Today's Presentation

- Background
- Community Engagement Recap
- Possible options
- Feedback/Next Steps

Matheson
Avenue

The Plaza

Hawthorne

Seigle Avenue

Davidson Avenue

Belmont Avenue

Background

November 2015

- Citizen's Forum – Petition submitted
- Council referred topic to Transportation & Planning Committee

Jan-May 2016

- Council's T&P Committee requested study
- Data collection
- Walking Tours

June – September 2016

- Review & Traffic Analysis

October 2016

- Public Workshops

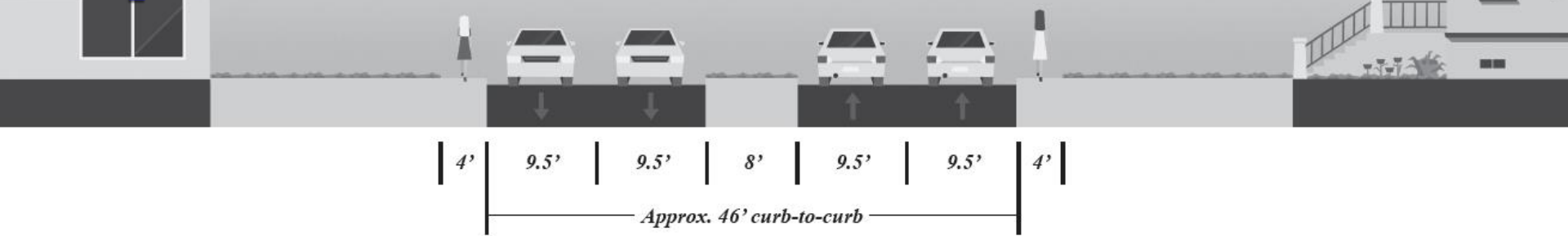
January 2017

- T&P Committee – Status Update

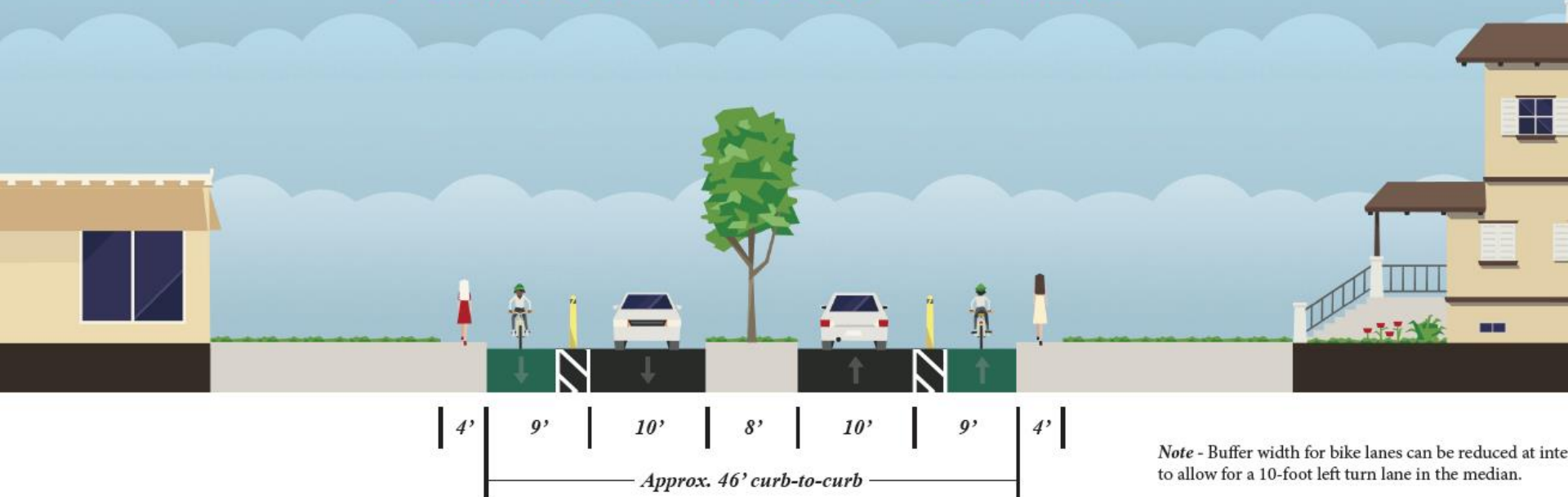


Parkwood Avenue - BEFORE

What the
petition
requested...

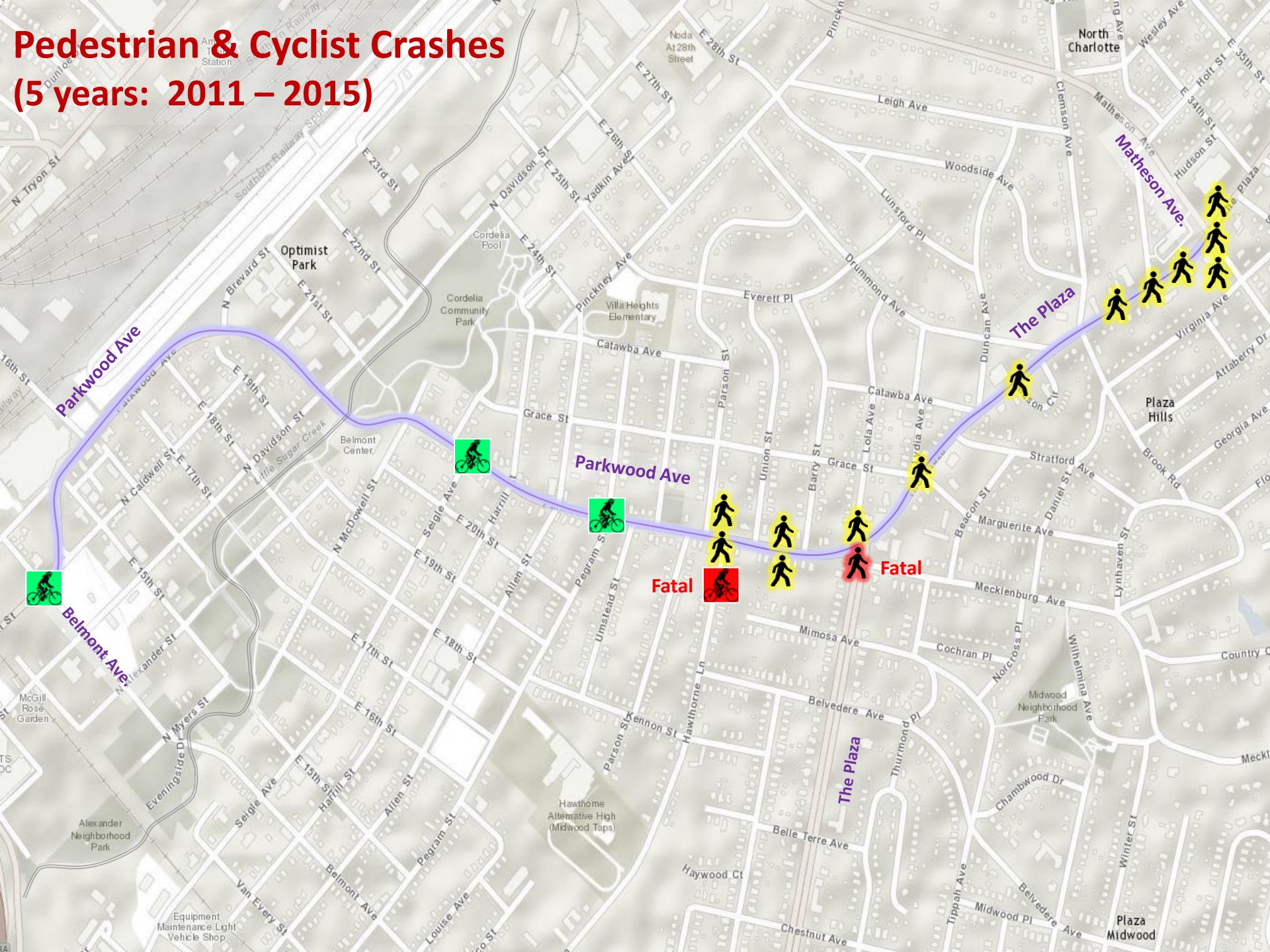


Parkwood Avenue - AFTER

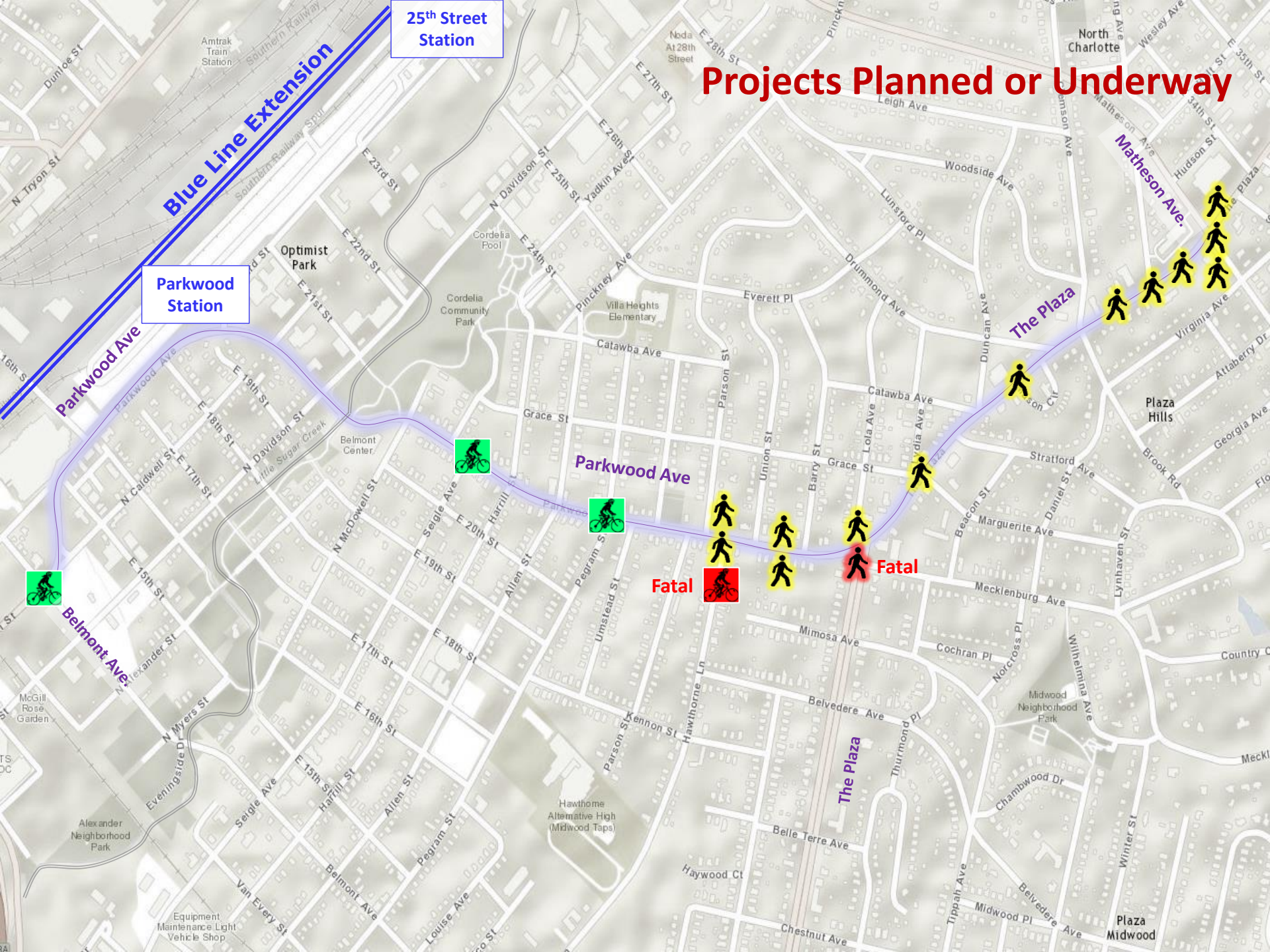


Note - Buffer width for bike lanes can be reduced at intersection to allow for a 10-foot left turn lane in the median.

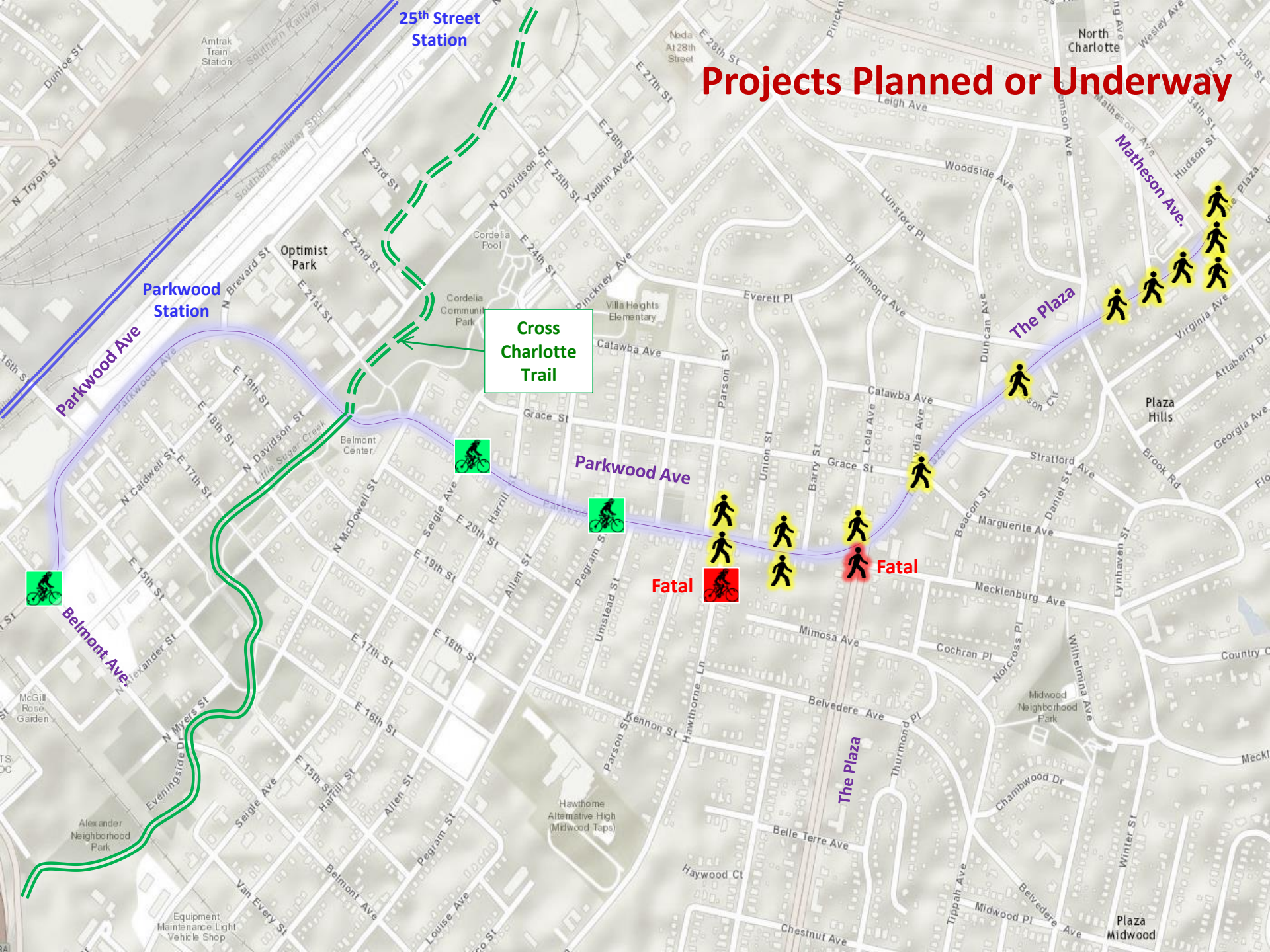
Pedestrian & Cyclist Crashes (5 years: 2011 – 2015)



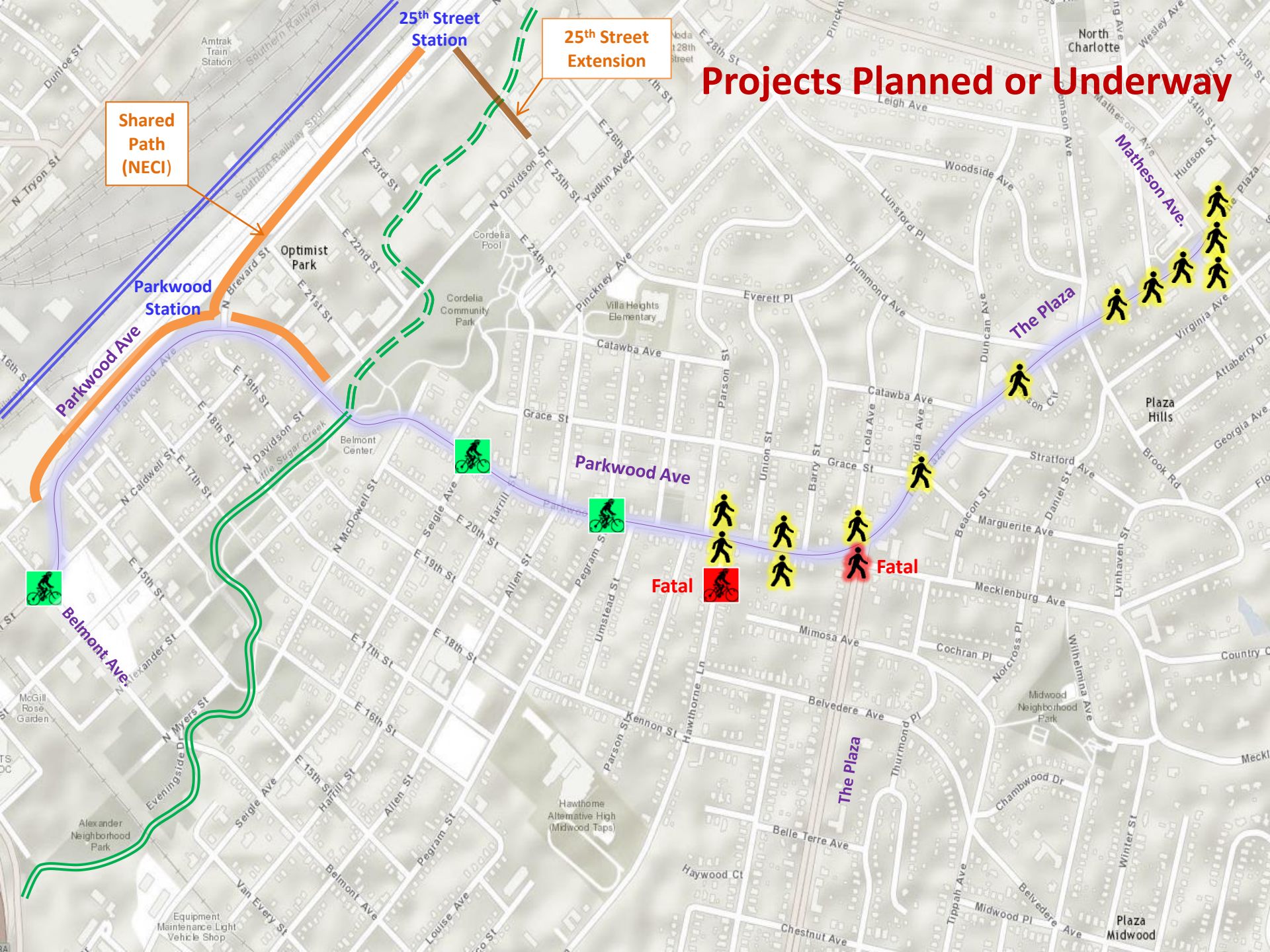
Projects Planned or Underway



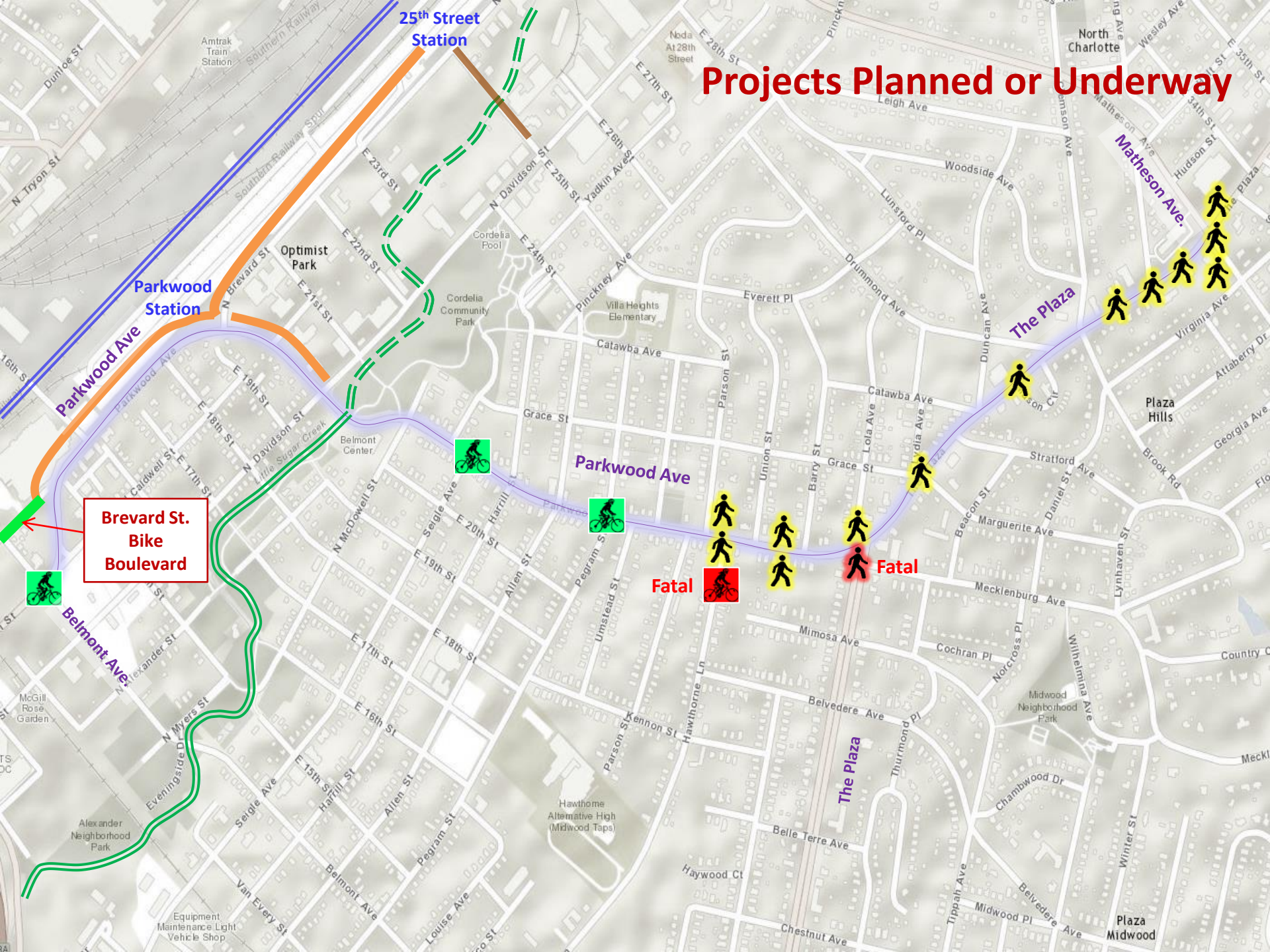
Projects Planned or Underway



Projects Planned or Underway



Projects Planned or Underway



Walking Tour – May, 2016





Parkwood - Today



4' sidewalk

No
planting
strip

6' median

60' RW

Parkwood Ave

Parkwood Walking Tour



74%

Crossing is not comfortable for people of all ages and abilities

80%

Not enough space between pedestrians and traffic



70%

Bicycling is not comfortable for people of all ages and abilities

73%

Do not feel comfortable bicycling within the roadway



- Traffic speed
- Need for additional signals at Seigle and Pegram
- Ability to cross the street (all modes)
- Condition of sidewalks (and aesthetics)
- Concern about ability to access XCLT, LRT

The Plaza - Today



4'-5' sidewalk

60' RW

3'
planting
strip

No planting
strip

The Plaza

The Plaza Walking Tour



58%

Crossing is not comfortable for people of all ages and abilities

61%

Not enough space between pedestrians and traffic



84%

Bicycling is not comfortable for people of all ages and abilities

71%

Do not feel comfortable bicycling within the roadway



- Traffic speed
- Ability to cross the street (all modes)
- Condition of sidewalks (and aesthetics)
- Concern about ability to access XCLT, LRT

October, 2016



October, 2016



[illegible]

THE PLAZA

I... WALK

BIKE

RIDE TRANSIT

DRIVE

CHECK WHAT YOU DO ✓✓✓✓✓✓✓✓

✓✓✓✓✓✓✓✓

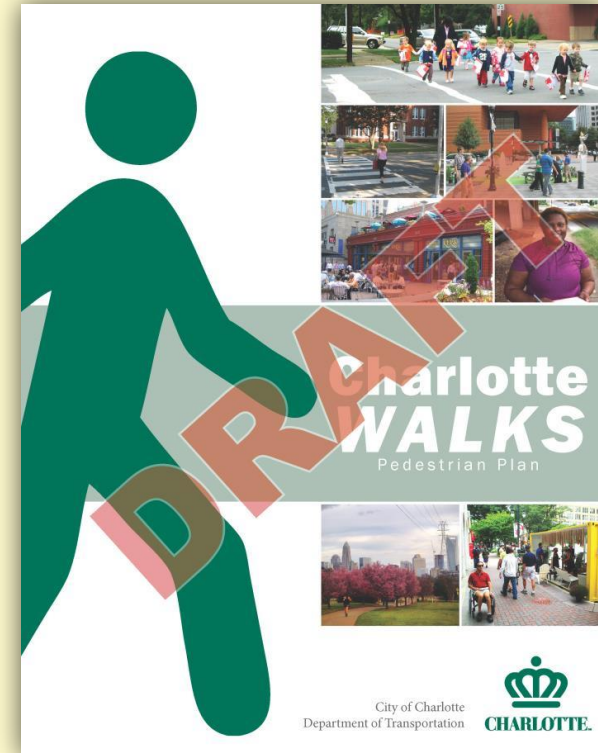
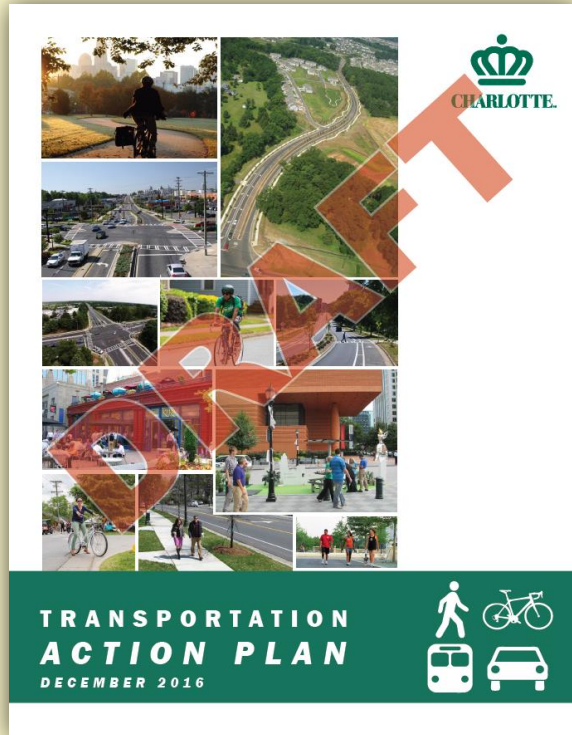
"My vision for Parkwood is...

...for it to be safer for motorists, bikes and pedestrians. Also to serve as a connector from Belmont, Plaza-Midwood, [Villa] Heights, etc. to the greenway and light rail."

"My vision for The Plaza is...

...much improved sidewalk conditions plus planting strips; protected bike lanes and slowed traffic; better pedestrian crossings. Right now it's terrifying, so I'd love to completely change the feel of this road and be able to use it on a regular basis (not in my car!)."

Striking a balance...



Corridor studies are related to the TAP, Charlotte Walks and Charlotte Bikes ...mobility, walkability, signals, safety, transportation choices, mode choice, complete streets

How might we balance these different elements?

What is a road diet?

Before



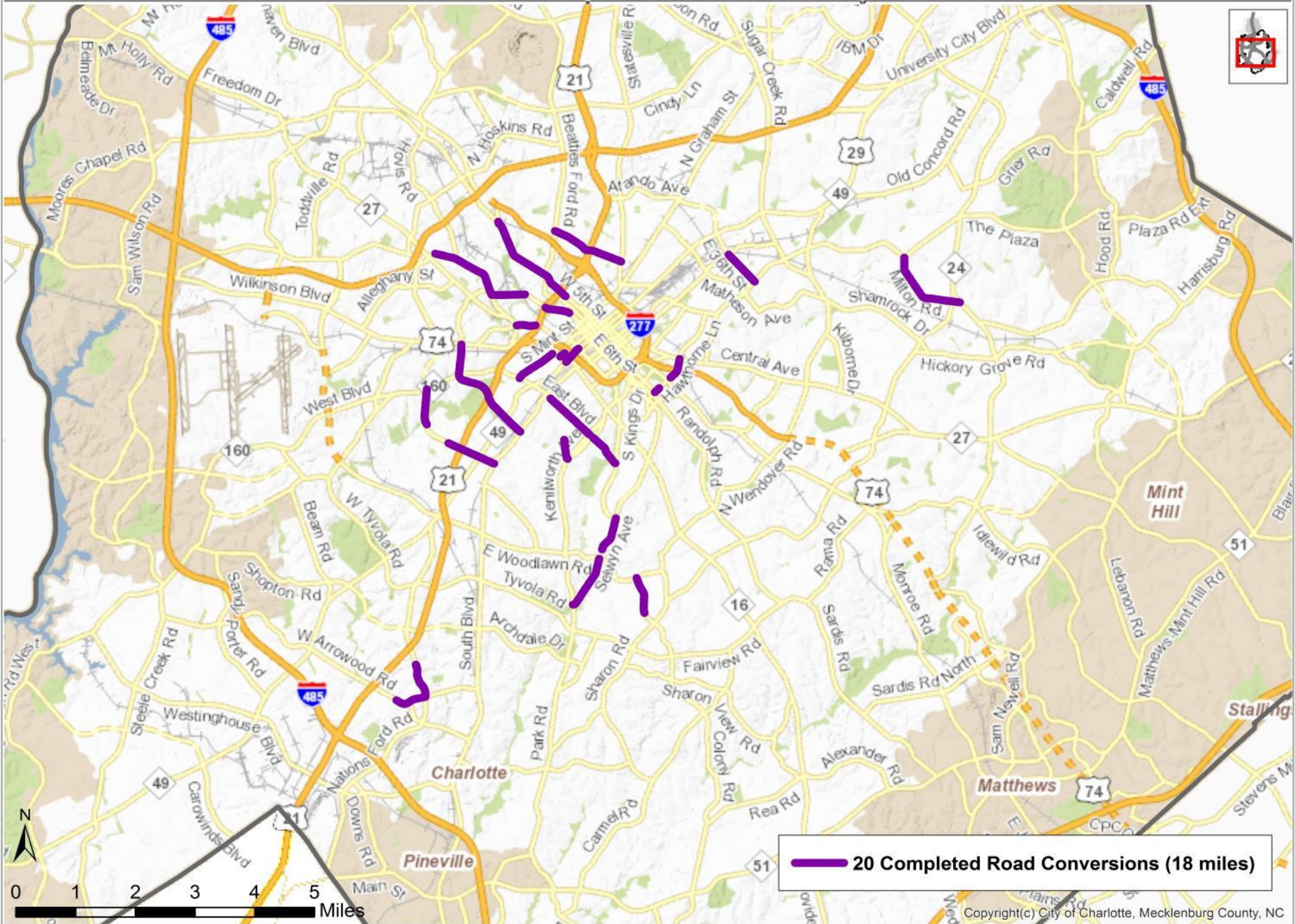
After



After

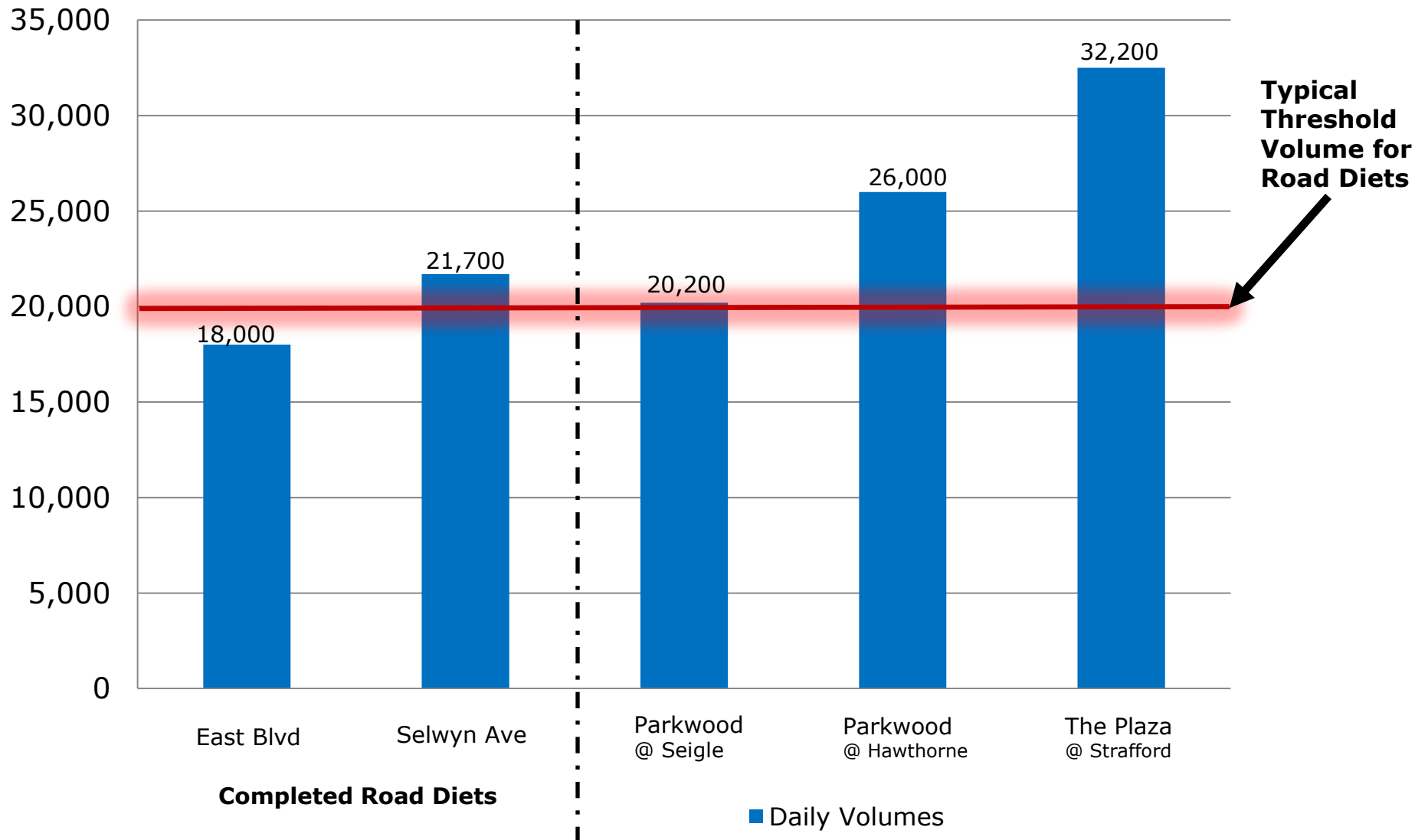


Charlotte's 20 Completed Road Conversion Projects





Petition asked for a road diet and protected bike lanes...



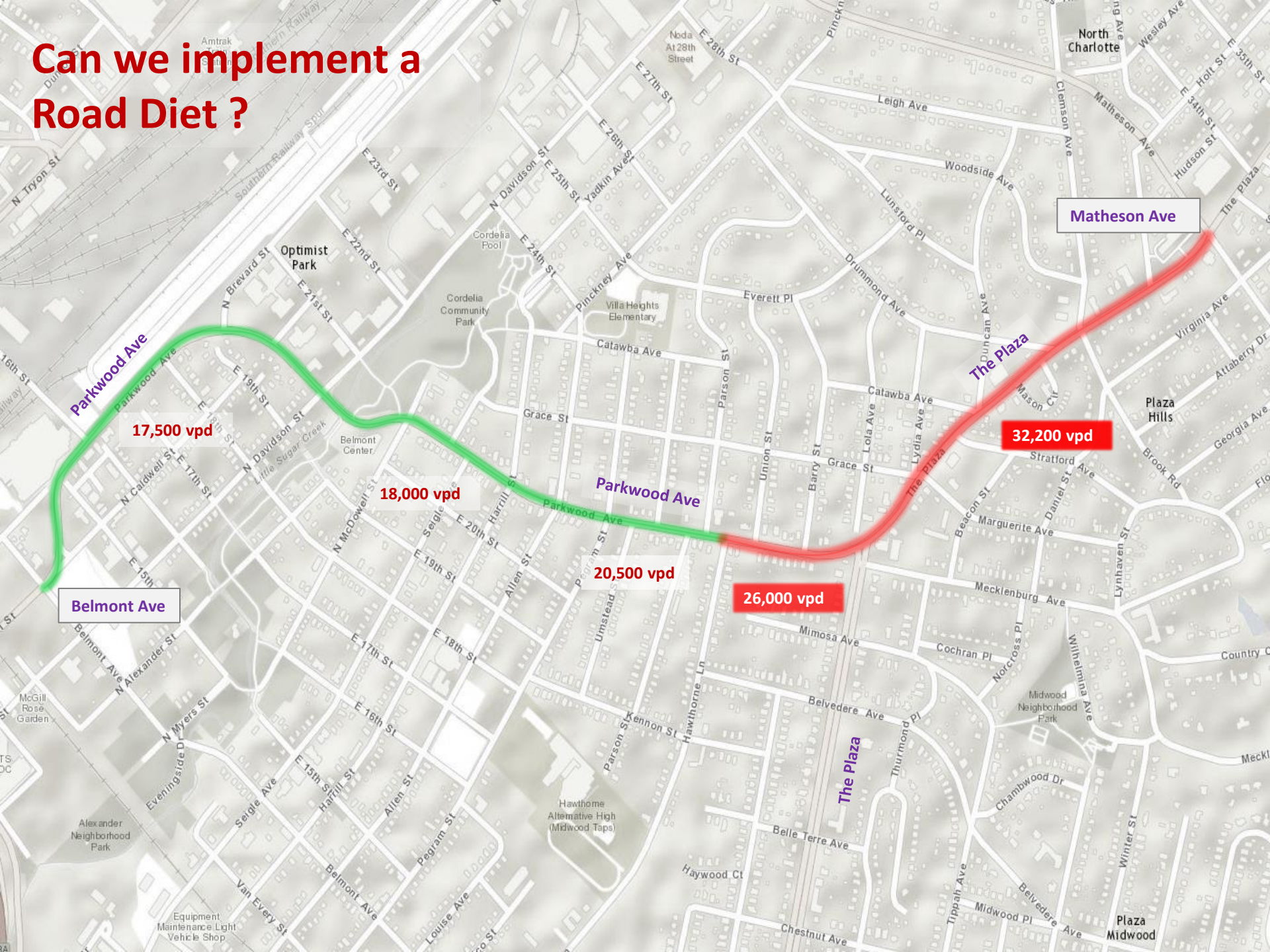


Parkwood Ave

© 2016 Google



Can we implement a Road Diet ?



Road Diet Findings

Attendees were very supportive of a road diet on Parkwood

Parkwood

Accommodates 2016 traffic ?	Yes
+ 10% traffic ?	Yes
+ 20% traffic ?	Noticeable congestion

Parkwood Road Diet - Achieves community goals

- Handles existing traffic
- Moderates speeds
- Improves pedestrian buffers from traffic
- Improves bicycle facilities
- Improves crossing opportunities
- Accommodates bikes/pedestrians to/from BLE and XCLT

Road Diet Findings

Parkwood

The Plaza

Accommodates 2016 traffic ?	Yes	No
+ 10% traffic ?	Yes	No
+ 20% traffic ?	Noticeable congestion	No

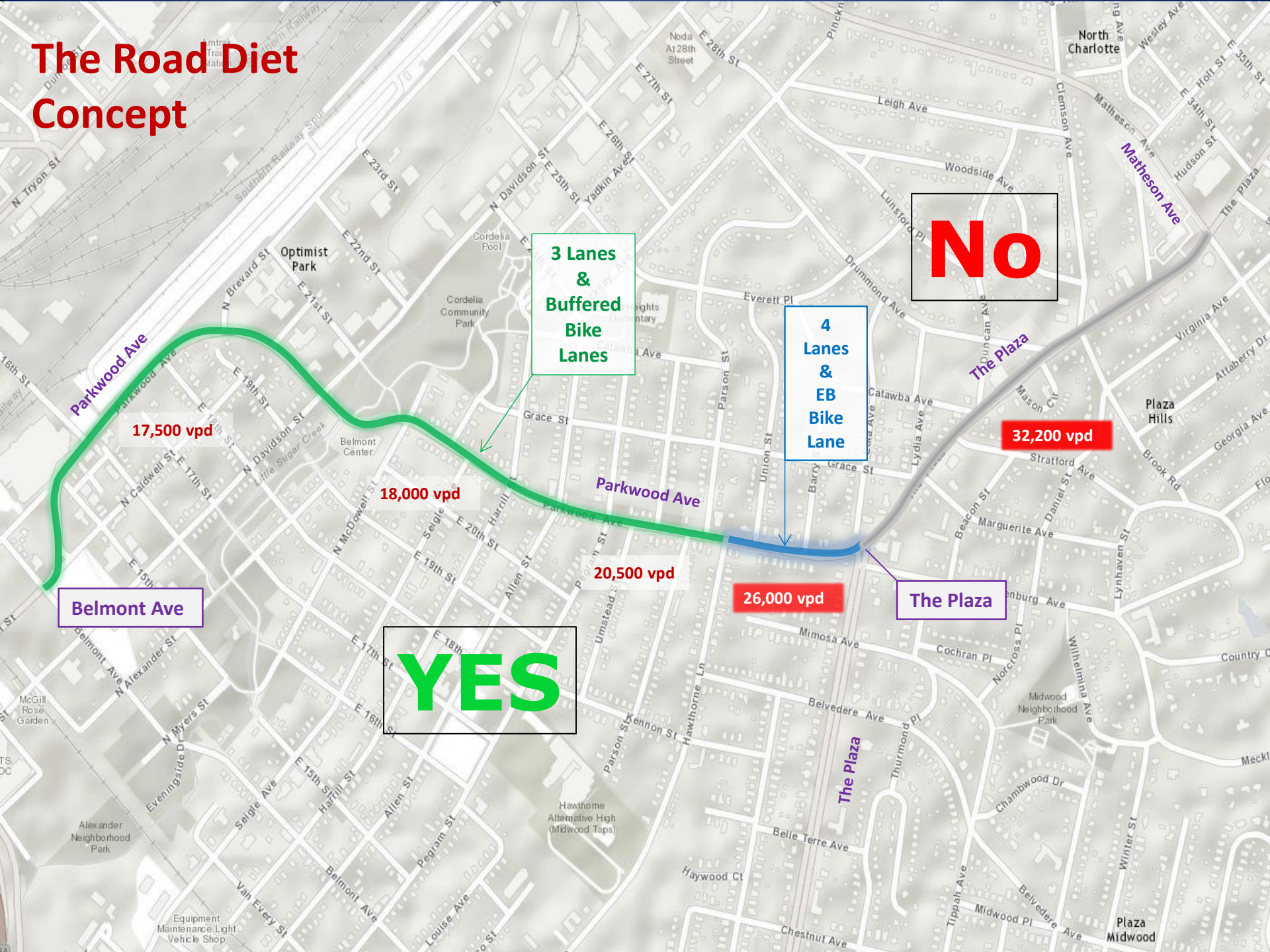
Parkwood Road Diet - Achieves community goals

- Handles existing traffic
- Moderates speeds
- Improves pedestrian buffers from traffic
- Improves bicycle facilities
- Improves crossing opportunities
- Accommodates bikes/pedestrians to/from BLE and XCLT

The Plaza Road Diet - Achieves many community goals, but can't handle the traffic

- Does not handle existing traffic
- Moderates speeds
- Improves pedestrian buffers from traffic
- Improves bicycle facilities
- Improves crossing opportunities
- Accommodates bikes/pedestrians to/from BLE and XCLT

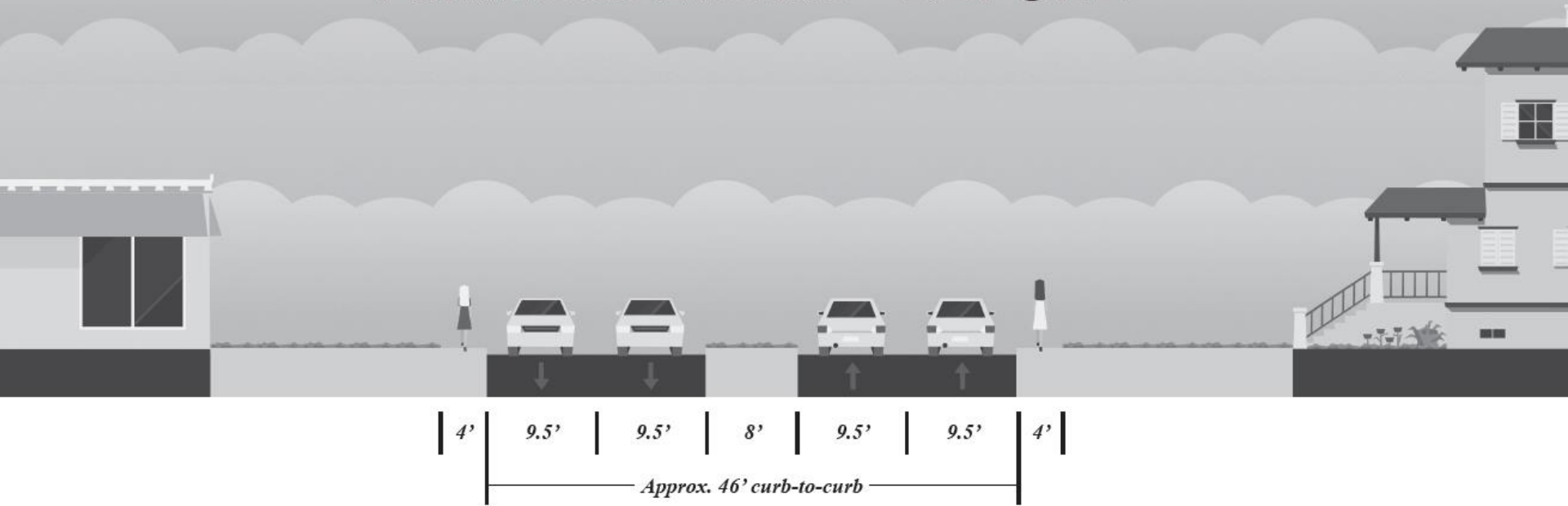
The Road Diet Concept



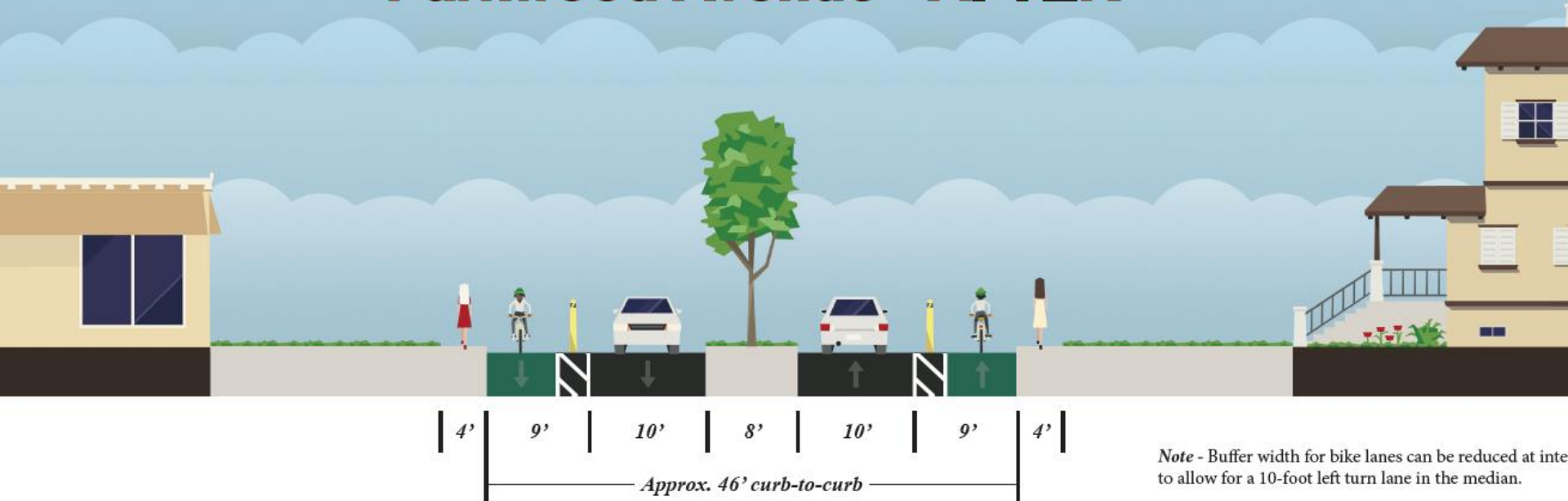
Preliminary Recommendations: PARKWOOD

- **Road diet for Parkwood**
 - Includes buffered bike lanes
 - Moves motorists away from sidewalks
 - Slows speeds
 - Some increased congestion during peak times
- Add new crossings/signals & enhance existing crossings
- Reaffirm community support on road diet
- Seek funding – estimated cost of \$ +/- 2.5 million

Parkwood Avenue - BEFORE



Parkwood Avenue - AFTER



Note - Buffer width for bike lanes can be reduced at intersection to allow for a 10-foot left turn lane in the median.

Preliminary Recommendations: THE PLAZA

- **No road diet for The Plaza**
- **Identify crossing opportunity near Stratford Avenue**
- **Leading Pedestrian Intervals at signals (Matheson)**
- **Determine bike/pedestrian friendly cross-section as development occurs**

Next Steps

- Committee feedback today
- Initiate design
- Continued community support
- Seek construction funding in future bond

Matheson
Avenue

The Plaza

Hawthorne

Seigle Avenue

Davidson Avenue

Belmont Avenue

Questions ?

